

I oppose the establishment of Restricted Area 2204 (R-2204) in the area of Point Oliktok, Alaska as proposed in FAA Docket No. FAA-2003-15410; Airspace Docket No. 03-ALL-1.

As an alternative I would recommend:

1. Instead of creating a Restricted Area, label aeronautical navigation charts with an appropriate symbol and warning similar to a tall antenna tower or a transversing cable.
2. Light and mark the mooring cables according to safety and legal requirements.
3. Advise airmen of hazardous operations by NOTAM ten days in advance March through September, due to high small aircraft traffic around the Point Oliktok landmark in the Summer Season, and twenty-four hours in advance October through February.

Pilotage along the coastal areas can be taskfull depending on light and weather conditions, following the coastline is often the safest route. The restricted area (R 2204) would eliminate the possibility, and the ability of using Oliktok as a precautionary landing field, posing an additional hazard to aircraft and life.

Even though the moored ballon experiment will probably yeild usable results. I believe that the FAA Administrator should not allow even restricted airspace to exist in order to waive common safety practices, legal requirements (14 CFR Part 101, Section 101.5, Section 101.7(a), Section 101.11, Section 101.13(a) (3 and 4)), and the procedures set forth in Advisory Circular AC 70/7460-1K on Obstruction Markings.